DEWEIGHT DARK TRIESWELL

NEW-YORK, THURSDAY, APRIL 1, 1875.-TRIPLE SHEET.

PRICE FOUR CENTS.

FOREIGN NEWS.

AFFAIRS IN SPAIN. GEN. JOVELLAR LIKELY TO WITHDRAW FROM THE MINISTRY-TROUBLES IN THE CARLIST CAMP.

LONDON, Wednesday, March 81, 1875. The charges made by the Marquis de la Concha against Gen. Jovellar, Minister of War, in regard to the administration of affairs in Cuba cause great embarrassment to the Government, and will probably lead to Jevellar's retirement from the

Spanish advices state that, notwithstanding denials of the truth of reports of dissensions among the Carlists, it is known, beyond question, that there are serious differences between Don Carlos and the Carlist Council of the Province of Navarra.

MADRID, Wednesday, March 31, 18:5.

The Carlists have hoisted flags of truce aa Renteria and Oyarzun, and are fraternizing with the government troops.

Gen. Cabrera has written to Don Carlos declaring that the decree issued by the latter, depriving him of his honors, would be the best justification of his course he could have if he needed any.

One hundred Carlists have been captured at

TRIAL OF THE GUIKWAR OF BARODA. FAILURE OF THE COMMISSION TO COME TO AN

AGREEMENT. CALCUTTA, Wednesday, March 31, 1875. The trial of the Guikwar of Baroda on the charge of attempting to bribe the servants of the Resident to poison Col. Phayre, the Resident, has resulted in the disagreement of the Commission before which the case was tried.

ORIGIN OF THE TRIAL

The trial of the Guikwar of Baroda arose from the fact that Col. Phayre, the British Political Resident, discovered that a mixture of arsenic and diamond dust had been deposited into some sherbet which he was in the habit of drinking every morning. There had, for some time, been ill-feeling between Col. Phayre and the Guikwar because the former was dissatisfed with the Guikwar's marriage, in regard to which an inquiry had been instituted by the Indian Government. In the tourse of the trial evidence was given to show that the Guikwar and given a package of poison to Col. Phayre's sutter, who, in connection with another person, were to servive £10,000 for murdering the Political Resident.

ARCHBISHOP MANNING.

CEREMONY OF CONFERRING UPON HIM THE TITLE OF CARDINAL.

ROME, Wednesday, March 31, 1875. The ceremony ef conferring the title of Cardinal upon Archbishop Manning took place to-day at the Church of St. Gregory. The services were most imposing, and were witnessed by a large congregation, in . cluding 1,000 English and American Catholics.

> THE DIRECT ATLANTIC CABLE. THE FARADY TO RENEW HER WORK.

London, Thursday, April 1-5 a. m. The cable steamer Farady has refitted and is now coaling at Gravesend. Sae will sail on Sunday at the latest to complete the work of laying the direct

RACING IN ENGLAND. THE NORTHAMPTON STAKES WON BY PEEPING TOM.

LONDON, Wednesday March 31, 1875. The Northampton and Pytchley hunt meeting began yesterday and was concluded to-day, The most important race of the meeting -the Northamptonthire Stakes-was run to day, and was wen by Peeping Tou. Black Watch, who was favorite, came in second, and Shannon third. Out of 36 acceptances there were its starters, the beiting on the three placed horses being five to one against Pecuing Tom; two to one against Black Watch, and eight to one against Spannon. The following is a summary of the race:

following is a summary of the race:

The Great Northampton-hire Sinkes of 300 sovs., added to a handican sweepstekes of 22 sovs. each, 15 forfeit; the winner of 100 sovs., after the declaration of the weights (Feb. 4), 5 pounds; twice, or once of 200 sovs., 10 pounds settra; entraine 3 sovs., the only liability of forfeit was declared by moor Feb. 2; closed with 23 subscribers, of whom 19 declared forfeit; about two inclosured Falmonth's b. c. Peering Tom. 4 years, by King Tom, and Lady Coventry, 101 pounds.

Lord Falmonth's b. c. Black Waten, 3 years, by Sing declar, dam Zenotola, 85 pounds.

Mr. C. Samuda's bl. c. Black Waten, 3 years, by Suddeclar, dam Zenotola, 85 pounds.

Mr. W. K. Marshall's b. m. Shambon, need, by Lambton, dam The Mersey, by Newminster, 102 pounds.

FAILURE IN LONDON. LONDON, Wednesday, March 31, 1875.

William Thomas Henley, telegraph engineer and contractor, has failed. His habilities are \$2,500,000. POSSIBLE ABDICATION OF THE EMPEROR OF

BRAZIL. Panis, Wednesday, March 31, 1875.

The Bien Public publishes the following: "The Emperor of Brazil proposes to abdicate in favor of his eldest daughter, the Countess d'Eu. The Emperor, upon his abdication, will make a tour of Europe, after which he will proceed to the United States, where he will make his home."

SHARKEY THE MURDERER. ARRIVAL AT HAVANA-WHEN HE IS TO BE SENT TO

NEW-YORK.

HAVANA, March St .- Sharkey, the escaped. murderer, has arrived here from Santiago de Cuba. He is now in charge of the police. It has not been decided whether he will be sent to New-York to-morrow or Saturday.

THE REPORTED COOLIE DISTURBANCE IN JAMAICA.

KINGSTON, Jamaica, March 23.—Considerable anxiety was occasioned on Saturday evening in the Theater Royal when a mounted orderly carrying a long telegram sought out the Governor's Private Becretary. This telegram was first read to Secretary. This telegram was first read to the Stipendiary Magistrate for St. Thomas in the East, who happened to be in the city, and next to Inspector Black of the constabulary force. Next day a vessel of war was dispatched from Port Royal with a body of marines to Morant Bay, and there a report was circulated that disturbances had broken out among the cooles on some estate there, and that they had been committing acts of violence. The authorities have kept extremely silent and this course helps many exagerated reports. As present every information is carefully withheld from the press.

FOREIGN NOTES.

LONDON, March 31 .- Mr. Ralli, a Liberal, has been returned to Parliament from Bridport. London, March 31 .- It is reported that the forthcoming budget will show a total revenue for the financial year ending March 31 of £74,922,000. This falls £2.416,000 below the revenue of the previous year, but exceeds the estimates by £497,000.

YELLOW FEVER AT HAVANA AND KEY WEST. WASHINGTON, D. C., March 31.-Captain George M. Rausom, commanding the United States steamer Colorado, telegraphs to the Navy Department from Havana, under date of March 80, that the yellow fever is reported epidemic there. The Colorado was affoat off Havana, and Captain Ransom announced that he would sail for an anchorage off Key West this evening. An officer of the navy, who arrived here from Key West yesterday, states it was reported there were one or two cases of fever at that place when he left, though it is not epidemic there.

It is not epidemic there.

A telegram was received at the War Department to-day from the commandant of the troops at Key West, Fig., announcing that two cases of yellow fever existed in that piace, and the troops had been moved to another locality beyond the reach of the disease.

1232. Amariah Holbrook.......Aug. 7, 1872... Reb'g Locks 1 and 2 Champlain Canal. 64,540 00...

1338 Valentine F. Whitman Oct. 14, 1873 Vertical Wall. 384 00.

Flagter & Riley Oct. 20, 1874 Vertical and Slope Walls 7,219 50.

Flagter & Riley Oct. 20, 1874 Vertical and Slope Walls 5,857 00.

J. & V. Brown Oct. 20, 1874 Vertical and Slope Walls 7,103 50.

J. C. Smith Oct. 20, 1874 Vertical Walle, &c. 831 50.

James Vickerman Dec. 8, 1874 For Dam Owasco outlet at Auburn 5,299 00.

.....Daniel P. McQueenyOct. 20, 1874...For Dam across Moose River 4,196 50.. 12,000 00...

H. M. Race... Feb. 19, 1875. Dredging Section 4, Oneida River... 13,302 00. 40,000 00.

James Lewis. March 17, 1875. Vertical Wall, &c... 1,080 70. 3,000 00.

M. A. Wash. March 17, 1875. Iron Foot Bridge at Utica 1,248 00. 2,500 00.

T. L. Hopkins. March 17, 1875. Vertical Wall, &c... 1,175 09. 3,000 00.

A GANG OF COUNTERFEITERS CAPTURED. -RICHMOND, Va., March 31 .- A special to The Despatch says: Officers of the United States Secret Service made a raid into the countles of Scott, Wise, Eussel, Buchanan, Smythe, and Montgomery, in this State, and arrested nine manufacturers of counterfeit money. A large amount of counterfest coin, bills, dies plates, &c., was captured. The leader of the gapg. samed Joe Mulius, made a desperate resistance, and stiempted to shoot some of his captors. The prisoners were brought to Abburdon and committed to jail. Three other squads or mainted officers are to be heard from, and they are hoursy expected to come in with about 20 more prisoners. The United States officers are under discotleg of Chief Washbarn.

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	CONTRACTS	KOW	DEVDING	ON	THE	CANALS	OF	NEW-YORK	STATE.	

_			NEW-YOR	K, THURSDA	IY, AFI					The second second second second		
		CONTRAC	YOK STO	PENDING (HT KC	E CAN.	ALS OF	NEV	V-YORK	STATE	.	
E	No. of				Aggregato	Engineer's A	mount thus Diff	ference thus	far between	Ratio of Contra price to Enginee Estimate.	r's Pam	orks.
	Contract. ContractorH. D. Denison	Sept. 9, 1869	Constructing ver		\$74,183_40	Estimate.	tar pari. 3458,114 72 In	crease, 50	0 per cent		exequation (id	es amount of rock one at double price;
a											five times the	e amount of veru-
t	II. D. Denison	Sept. 9, 1869	Constructing ver	rtical walls, &c	10,617 00		49,936 30Inc	crease, 400	per cent		eal wall, dry	red yards of verti-
0	1009R. D. Denison	Sept. 8, 1869	Constructing ver	rtical walls, &c	23,405 00		38,556 00In 40,593 00In	crease, 60	per cent			
g	1021 . H. D. Denison	March 28, 1871	Constructing ver	rtical walls, &c	20,280 00		40.454.44.4				•••••	
g	1254H. D. Denison 1339H. D. Denison 1340H. D. Denison	Dec. 19, 1873	Completion One	ida Lake Canal	02,120 00	*******	31,960 00				•••••	
84	1304. Thomas Gale	Ance 19 1873	Slane Wall, &c.	Jordan Level	21.000 00	*******	13,277 00					000000
1-	Daniel Candee	Oct. 20, 1874.	Vertical Wall,	&c., near Lock 31	6,265 00	\$15,000 00	•••••	••••	••••	40 per cent	cents : puddi	3 cents; lining, 4 ing, 2 cents; slope s; vertical wall at
e										to non court	a high price.	vation 13 times that
g	Daniel Candee						•••••	••••		39 per cent	for making e	mbaukment.
is	Daniel Candee	Oct. 20, 1874.	Vertical Wall, &	c., near Lock 31	6,267 00	10,000 00		•	(5005	tt nor cont	Contract reselv	ided March 18, 1875.
t	Daniel Candee	Maren 17, 1876	ostopping leaks,	Gien's Pans Feeder.	. 1,020 00	24,000 00	••••				\$25,000:	for this work,
	Daniel Candee	March 17 Dec	Vertical Wall. A	C	100 00	2,200 00				32 per cent 34 per cent		
N	Horace Candee	Oct. 26, 1874	Slope Wall on	Jordan Level	52,060 00	133,000 00		••••	••••	89 per cent	2 cents: sio	pe wall, 30 cents; brush, a double
•	1034C. P. Skinner	N 11 1000	Probable Class	Wall and Everyla	20 072 50				•		No work done	
8-	Willard Johnson, assignee	Oct. 15, 1869	Building lower L	ock, West Troy	. 37,871 00		110,320 13In	crease, 200	per cent		times the	i, \$6 a yard; 50 contract quantity
h	Willard Johnson, assigned	Sept. 9, 1869	Building upper I	Lock, West Troy	29,431 00	••••	56,845 68 In	crease, 93	per cent	•	Vertical Wall	l, \$8 a yard; 35 contract quantity
											done.	5 cents; stone,
e il	N. L. Osborn	Oct. 21, 1874	Protection Guard	l Lock, Binghamton.	\$2,084 50	\$5,000 60	•••••••	••••	•	os per cent.	gravel, and br	rush, \$1 68-a double
d	N. L. Osborn	Dec. 3, 1874	Cons. Bridge, Tl	hompson's Landing.	2,919 50	4.400 00	•• •• ••			66 per cent.	Earth excavat	ion, 5 cents; em-
y 1-	N. L. Osborn	Oct. 20, 1874	Vertical Walls, &	ee., Champiain Canal	20,060 60	11,000 20	***********	••••	••••		bankment, a	ing, 50 cents.
h	N. L. Osborn							••••	••••	The street of the second	four times a	go cents-three to
0	N. L. Osborn	Oct. 20, 1874	Vertical Walls, &	e., Champlain Canal	17,153 04	40,073 25	•	•	••••	42 per cent.	2 cents; pude \$70; white p	ding, 40; white oak,
8	N. L. Osborn	Ang. 4, 1874	Sw'g Bridge, Nor	wich, Chenango Can.	2.074 00		\$2,427 00In	crease, 20	per cent	********	\$10; white p	\$1000F 07.000
0	1353. N. L. Osborn	July 14, 1874	Excavation, Cha	mpiain Canal	12 100 50	68,000 00		••••	••••	63 per cent. 84 per cent.	S 022404	
	1354 N. L. Osborn 1359 N. L. Osborn 1036 E. B. Van Dusen	Sept 8 1874	Iron Bridges at	Bullalo	01,000 00	44,000 00	6,718 63		::::		Five cents be	d for embankment, excavation, \$4 for
P	1149E. B. Van Dusen	March 92 1971	Pottoming Lovel	at Penn Van	1,691 00						Hemlock, \$6	
f	1235. E. B. Van Dusen	Aug. 30, 1872.	.Slope and Vertica	al Walls, &c	63,505 60	•••••	79,815 00In	crease, 24	per cent	*******	for vertical	ng slope wall, \$1 50; wall, \$4; for exca-
t	1264E. B. Van Dusen	Sept. 21, 1872	Vertical Walls, L	ockville	16,703 00		16,983 00		****		Price of verti	eal walt in cement, ation, 13 cents; em-
							510 00	100.00	10.110		bankment, 19	
	1297E. B. Van Dusen						187 00				three times i	ts value. \$50: excavation of
	1900E. B. Van Dusen										earth, 50 cen	its-twice its value.
St	1358. E. B. Van Dusen	Sept. 8, 1874 Dec. 8, 1874	Cleaning and Dee Feeder Channel.	Port Byron	11,174 25	29,791 00 15,000 00	5,400 00			50 per cent.		
t	994. John Dunn	Sept. 23, 1869.	.Cons. Secs. 26 and	27, Chenango Canal.	. 24,477 00	••••••	15,162 48	••••	•		masonry and	k blasted; rubble cement, \$1; brush
	1031John Dunn	Nov. 11, 1869.	. Archibald Aquedo	iet, Chenango Canal.	9,317 00		1,481 60		•		and gravel, 40 cents, rock wall in ceme	blasted; vertical
	1032John Dunn						2,534 65		•		25 cents, rock	blasted; rock not ents; brush, stone,
0	- ine in the	The Harman	Canalata Can	Changa Canal	20.453.00		•••••				and gravel, a	
- 2	1071 John Dunn	167.14 11 13670	THE COMPANION SHEET	er. One manager continue.	D3.100 00				****		No work done	•
	1073. John Dann	Feb. 11, 1870	To complete Sec. 2	34. Chenango Caural.	10,245 00			::::	::::	: :	No work done No work done	
E L	1075 John Duon	Feb. 11, 1870	To complete Sec.	36. Chenango Canal.	16,458 60		0.211.00	::::	::::		No work done	•
o	1342. John Brown	Dec. 31, 1873. March 10 1874	Bridge Abutment	s. West Frankton	1.428 50	2,500 00 10,500 00	6,341 00 1,558 90 10,105 70			56 per cent.		
5	1355. John Brown	Aug. 11, 18/4.	. Iron Bridge, Men	and s Road	0,000 00	10,000 00	10,100 1011	••••	•	***	wall, \$3 50; yet built.	superstructure not
90 V	John BrownJohn Brown	Oct. 20, 1874	Iron Bridge, Exc.	hange-st., Albany	2,625 50 17,655 60	6.500 00 30,000 00	••••••	::::	•	40 per cent 56 per cent.	.Every imports	ant bid ludicrously
ð.	John Brown	Feb. 10 1925	Dredging Oneida 1	River	13,303 (0	49,600 00				83 per cent	low	
2	Henry J. Mowry	filed 90 1574	Continual Wall at	Brockport Il, Bi'k Rock Harbor	0.100 00	0,100 00	235,942 88	::::	:		The important	items all furnished prices and in large
3						2,000 00		*		85 per cent	quantities.	
	Henry J. Mowry	Oct. 20, 1874	Vertical Wall		1,401 20	2,000 00	\$4,471 00In	****	****	70 per cent		
r	1293 Andrew Spaulding 1294 Andrew Spaulding 868 William Mudgett	August 4, 1873	Dreaging Duck	ROCK HAIDOU	26,280 00			crease, 97	per cent			*****
12	1331J. II. Decker	Oct. 21, 1873	Vertical Wall, e	te	483 75 614 50		187 00 306 00	::: :	:	70	******	
r	Philip Corkings	Dec. 8, 1874	Vertical Wall, e	No. 52	27,683 (0	ADJUNY WW.	::::::	::::		70 per cent 120 per cent 29 per cent		
:	Philip Corkings	Oct. 20, 1874	Slope and vertic	311 Wall	1,000 00	10,000 00		••••	••••	ov per centi.	quate or me	derate price.
r.	996H. Stanton Gere	Ech 19 1925	Vertical Walls	cic.	3,925 80	6.264 00	22,991 70In	crease, 16	per cent	63 per cent		200222
0	H. Stanton Gere	Feb. 19, 1875	Vertical Walls,	etc	2,201 50	6,746 00				47 per cent	tion, 25 cen	2 cents; excava- ts; white oak, \$2; ; slope wall, \$1 75.
	895George Densmore	Sept. 5, 1868	Rebuilding Beck	er's Lock	21.888 00	•	36,396 59In 7,157 00		5.70	********		nal Bard, \$7,493 49.
0	1306 Charles Nichols 1307 Charles Nichols 1001 Alexander J. Brown	Aug. 19, 1873.	Slope and Paver	ment Walls, etc	11.981 00	•••••	6,715 00	•	••••	********		
d.	1291 Ambrose Clark	Aug. 4. 1873	Dredging Onio I	338III	0,200 00		12,291 00In 89,998 00In				:	
d	1323. Lewis J. Bennett	Oct. 29, 1873	Vertical Walls.	etc	1,106 60	******	1,224 00	::::	::::		Probankani	
	John McEncroe	Oct. 20, 1874	Slope and Verti	ical Walls, etc	2,814 10	7,000 00	•••••	•···•	••••	40 per cent	dling, 2 ce	nts each; vertical
N	John McEncroe	Oct. 20, 1874	Slope and Verti	ical Walls, etc	4,227 10	11,000 00	******	••••	••••		.Slope wall, wall dry, \$	70 cents; vertical
e	John McEncroe	Oct. 20, 1874	Slope and Verti	ical Walls, etc	1,526 60	5,000 00	*****	••••	••••	30 per cent	35; vertica	; hemlock timber, I wall laid dry, \$4;
g e					000 0						tal cost will	be \$10,000.
18	1377. John Richardson 1275. N. W. Parker	1100 21 1872	LOOSE STORE IT	OFCCOMM		5,800 00	2,006 35 4,352 00	::::	: :::	61 per cent.	.No quantity of	exhibited.
a	1338. Hiram P. Wilbur. E. N. & F. G. Kelsey. E. W. Williams.	Oct. 22, 1874	Tile Drain, etc.	an wan, etc	381 00	600 00 3,050 00	·····		• • • • • • • • • • • • • • • • • • • •	63 per cent 90 per cent		
18	Truman W. Danolds	Oct. 22, 1874	Vertical Walls.	etc	2,445 50	2,000 00 2.250 00			::::	59 per cent 113 per cent	: :::::	
£-	James Finnegan	Dec. 8, 1874	Swing Bridge, S	vracuse	19,835 00	23,000 00		:		111 per cent	• :::::	
	C. Beckwith and D. Ford	Oct. 22, 1874	Consg. Drop Cuiv	ert at Murphy Farm.	3,226 00	1,600 00 5,800 00	:	::::	••••	61 per cent. 60 per cent. 52 per cent.	•••••	
1.	C. Beckwith and D. Ford	Oct. 22, 1874 Pob 19 1875	Vertical Walls, &	C	877 40	4,000 00 1,553 00 19,000 00		····	••••	52 per cent. 56 per cent. 81 per cent.	•••••	
	Daniel Ford	Dec. 8, 1874 Oct. 21, 1874	. Teal's Bridge	01	1,497 00	3,000 00 800 00			****	49 per cent. 60 per cent.		• •••••
10	1346. John Haggarty	April 22, 1874 Oct. 20, 1874	Bridge Abutment	tsal Walls, &c	2,058 75 2,171 50	3,000 00 5,000 00	2,234 00I		10 per cent.			
16	1847. J. F. Thomas	April 22, 1874	Dredging Cavuga	Inlet	7.250 00	2,500 00 15,000 00	1,886 15 9,367 00I		29 per cent.	70 per cent. 48 per cent.	::::	: :::::
г.	1351S. D. Keller	Sept 8 1874	Renaring Dock	at Buffalo	4,551 00	4,197 50 5,091 00	259 40 4,200 00	::::	::::	45 per cent. 89 per cent.	Superstructure	
n s	1360. J. V. Quackenbush	Nov. 11, 1869	To Cons. Secs. 29	& 30. Chenango Cnl.	16,370 00	7,500 00	3,170 50	::::	••••		Superstructure No work done. No work done.	not begun.
it w	1068. M. B. Birdseye 1067. J. T. Severance	.Feb. 15, 1870 June 29, 1870	Pea Island Dam,	Chenango Canal	53,875 00	:::		::::			No work done. No work done.	
t	1023J. V. Booner	Sept. 9, 1869 Feb. 19, 1875	Iron Bridge at B	lochester	7,440 00	11,600 00	::::	::::	• • • •		No work done.	
7	985. J. M. Wiltsie	Aug. 20, 1869	Deenng, Summit l	Level, Genesee Cul	5,269 00	:::	969 00	••••	••••		*****	* ******
h	1283 Meivin A. Nash	Aug. 7, 1872	.Enlargem't Sec. 8	1 Champlain Canal	. 31,385 00		56,440 00In	ic'e so far	, 80 per cen	t	Excavation, 8 30 cents; cement, \$5.	cents; rock blasted, vertical wall and
1	1232. Amariah Holbrook	Aug. 7, 1872	.Reb'g Locks 1 and	d 2 Champlain Canal.	. 64,540 00		15,678 46	•	•		Excavation,	10 cents; rock

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14,000 00 ...

16,000 00 ...

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THE SWOLLEN RIVERS.

A FLOOD IN THE LEHIGH VALLEY.

PARTIAL BREAK OF THE RANSOM GORGE IN THE NORTH BRANCH OF THE SUSQUEHANNA RIVER-THE RAILROAD TRACK FLOODED AND COVERED WITH LOGS AND ICE BLOCKS-DIFFICULT PAS-SAGE OF THREE TRAINS-INUNDATION OF THE

KINGSTON FLATS. [FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE.]

WILKESBARRE, Penn., March 31 .- The long dreaded flood has commenced at last. The rapid thaw of the last few days caused the river to rise steadily, gradually crowding the gorges into more compact masses; and the Ransom gorge, after starting several times during the day, partially gave way at 5:30 p. m. The Wilkesbarre gorge this morning backed up the

water until it flooded the flats, hundreds of acres in ex-tent, between here and P.ainsville, and stood six inches deep on the track of the Lehigh Valley Railroad. The trains continued to run until 6 p. m., when the water flooded the track for a distance of three miles to a depth of three feet, and carried heavy logs and blocks of ice upon it. At that time three passen ger trains, closely following one another coming down from Pittston, were caught in the rising waters just north of Plainsville. The river had broken over the low banks and was pouring across the track and into North Branch Canal, carrying all sorts of debris with it. The wildest excitement prevailed among the passengers. Men pale with fear ran from one end of the train to the other, and ladies and children cried for help. The bluffs overhanging the track on the shoreward side were lived with excited spectators, who rushed to and fro gesticulating mudly and finging boards and poles down to passingers who were cool enough to endeavor to help the train hands in clearing the track. The progress made was very slow, and frequent stoppages took place. The swater completely covered the car wheels and the lower part of the cylinder of the engines, and reached within two inches of the fire boxes. Men went out on the forward part of the engine and with great difficulty shoved away the logs, trees, ties and ice-blocks, which were drifted over the track, and others with poles were stationed at either end of the cars to prevent the wheels from becoming clogged. In this manner the three trains passed over two miles of flooded track in two hours, reaching dry ground at 7 p. m. amid the cheers of the hundreds of spectators who had anxiously watched their laborious progress. At one time a great fleid of ice, several acres in extent, broke across the bank from the main current, and threatened to completely block up the track, but it was fortunately arrested by a clump of trees. The water on the track ran with so swift a current as at times to vio-lently rock the cars when they were standing still. A train which left Pittston at 6 p. m. was unable to pass Plainsville and went back. The baggage car of train No. 4, which left Wilkesbarre about 4 p. m. got off the track in the midst of the water, and had to be left standing while its contents were hashiy removed.

About 6:30 p. m. a large mass of the Ransom gorge lodged against the Wilkesbarre gorge and drove the upper end downward about a talle without causing it to break. The water here has risen several feet. The telegraph office is besieged with people anxious for news from Pittston. Many are packing up their goods and removing. The North Branch Canal has overflowed a low part of the city along Canal-st., but the docks below have been left open, and the water is thus allowed to flow off rapidly. The ice now reaches within six feet of the bridge here. Over the Kingston Fiats the river is pouring a stream a mile in breadth. Slight rains have fallen to-day. The sky is clouded and the night is dark, so that it is impossible to tell whether Kingston has been flooded yet or not.

EXCITEMENT AT PITTSTON - TRAINS DELAYED-A LARGE AMOUNT OF ICE YET TO PASS OUT.

Pirtston, Penn., March 31.-At 4 o'clock this afternoon the ice at Ransom started, and it began to pass this point an hour and a half later. Great excitement was manifested by the people on both sides of the river, who flocked to the banks and watched the heavy masses of ice as they slowly moved along. The river rose very rapidly, going up four feet in about two hours. No trains on the Lahigh Valley road passed here to-night. A train due here at 4:15 ran on a cake of ice at Plains, two miles below here, and was delayed two hours, coming up at last without the baggage car, which was left standing on the track. The cars at the Valley Station at Coxton were all removed to a safe distance early this evening. Many persons residing on the West Side were kept away from their homes tenight on account of the ice. Large fires on both banks of the river have illuminated it since dark. The R usom gorge passed out at 8 o'clock, since which time the river at this point has been comparatively clear. All the ire, however, has been lodged against the lower dam, and it is reported that the flats at Kingston are being channeled by the river as the dam remains firm. At II o'clock the river is rising a little. A great quantity of ice is yet to come down.

THE SUSQUEHANNA WEST BRANCH.

CHEERFUL FEELING AT WILLIAMSPORT-THE DANS GER BELIEVED TO BE OVER-MOVEMENT OF THE GLEN UNION ICE GORGE-LACKAWANNA IN NO DANGER.

FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE. WILLIAMSPORT, Penn., March 31 .- There has been more talk in this city to-day about the condition of the river than on any day for a week, and the subject is one for general rejoicing. All danger seems to be past as far as the ice at this pout is concerned. Tae reports from Lewi-burg are not so encouraging. The tee above the dam, in which the channel was cut last week, started late this afternoon and has now joined the gorge at Lowisburg. The West Branch is clear of tee from Milton to Lockhaven, a distance of 54 miles. Four days ago 40 miles of that stretch was covered with compact ice, all of it from 18 to 29 mehes thick. The energy of the lumbermen in cutting a sex mile channel from this city to Linden bridge, has had much to do with thus clearing the river without damage. The Mayor of the city refused to take any action when the city was in dancer, and has bonsted of his sagacity by publishing a card denying that there has been any cause

A dispatch from Lackhaven to night says that the great gorge, which extended yesterday from Gien Usion to Whetham, moved at 3:39 p.m. from its resting place to Parrandsville, which is five mules above Lockhaven, the tail of the gorge now resting at Glen Union, where the head was before. This movement caused the wat r to back up at Purney on to the tracks of the Philla telphia and Eric Railroad. The water was not very deep on the tracks, and travel had not at last accounts been interrupted. A gang of men were stationed near by, ready to repair, when the water recedes, any damage which may have been done. There are conflicting reports tonight regarding the exact position of the ice gorge, but if it has moved from Farrandsville it has not reached this place. No apprehension of danger is felt at Lockhaven. The railroad bridge at Linden was loaded with 36 carloads of stone to-night, ready for the ice should it unexpectedly come down and become gorred there.

MOVEMENT OF THE WATSONTOWN GORGE - THE RAILWAY BRIDGE AT LEWISBURG STRUCK BUT NOT SERIOUSLY DAMAGED-RAPID RISE OF THE WATER IN LEWISBURG.

[FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE.] LEWISBURG, Penn., March 31 .- The great gorge which obstructed the west branch of the Susquehanna between Milton and Watsontown moved at noon to-day, and gorged here at about 1 p. m. The gorge, which is about 24 miles long, moved again at 5:30, and in 30 minutes had reached a point four miles below this place, midway between here and Northumberland. At Lewisburg the Philadelphia and Erie Railroad bridge was struck heavily by the ice; but, having been loaded with car-loads of stone, the structure withstood the sheek. Only two piers were injured. Travel was not interrupted, and the damage will be quickly repaired. When the gorge again stopped below Lewisburg the water began to rise with marming rapidity, the rate being gauged at five feet an hour. The excitement in the town was intense, and people began to move out of their houses. The water is now very high and is still rising, and there may be much trouble before morning, although it is thought that the force of the water upon the gorge will send the ice pile still further down the river and thus allow the back water to recede. A small gorge has formed above the railroad bridge, and there is fear that it may be still further damaged. The struc-ture cannot be destroyed, as it has been cut late so-tions; so that even if one pier should be carried away the others need not be endeautiful. the other need not be the hat is an impression, but

Excavation, blasted, \$4.

64 per cent ..

38 per cent.. 44 per cent..

32 per cent..

83 per cent.. 50 per cent.. 20 per cent..

loose stone and gravel, 10 cents

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29 per cent... 44 per cent...Lining, puddling, and slope wall,

1 cent each per yard. 35 per cent. Rock excavation, \$3 per yard;

60 per cent. Excavation of earth and rock blasted, 8 cents each per yard;

hard pan, \$7 50.

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per yard.

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